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SECURITY INFORMATION

INFORMATION REPORT

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Engaged in Shipbuilding

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SUPPLEMENT TO
REPORT NO.

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List of Installations

2. The following installations are engaged in new ship construction:

- (a) The Plant imeni Zhdanov, formerly Krasnoye Sormovo, at Gorkiy is subordinate to the Ministry of Transport Machinery (MinTransMash).
- (b) The Shipyard Mordovshchiki at the railroad station Navashino (55-32N, 42-12E) belongs to the Ministry of Shipbuilding Industry (MinSudProm).
- (c) The Shipyard Krasnoarmeysk in Stalingrad Oblast is not an MMF installation. it is most probably under MinSudProm.

- (d) The Ship Repair and Ship Construction Yard imeni Vano Sturua at Baku is under the Chief Directorate for Machinery Construction Enterprises (GlavMashProm) of the MMF

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- (e) The Plant Kanonerskiy in Leningrad is subordinate to GlavMashProm, MMF.
- (f) The Ship Repair and Ship Construction Yard at Riga is under the Chief Directorate of Maritime Industrial Enterprises (GlavMorProm), MMF, since 1949. Until then it had been under GlavMashProm.
- (g) The Ship Construction Yard at Nikolayev on the Bug is probably subordinate to MinSudProm [redacted] it is not under the MMF. 25X1
- (h) The Ship Construction Yard Baltiyskiy at Leningrad is probably subordinate to MinSudProm.
- (i) The Plant imeni Zhdanov at Leningrad was formerly called the Northern Construction Wharf (Severno Sudo-Stroy Verf'). [redacted] 25X1
- (j) The Ship Engineering Plant (Sudo-Mekh Zavod) is located in Leningrad [redacted]
- (k) The Ship Construction Yard at Strel'na, near Leningrad, is subordinate to MinSudProm. 25X1
- [redacted] 25X1
- (m) The Ship Repair and Ship Construction Yard imeni Andrey Marti at Leningrad may belong to MinSudProm [redacted] 25X1
- (n) The Ship Construction Yard Kamskiy is located in Kamskoye Ustye on the Kama River. It is subordinate to the Ministry of the River Fleet (MinRechFlot).
- (o) The Astrakhan Ship Wharf (sudo-verf') is subordinate to GlavMashProm. 25X1

Additional Information

3. On the Plant imeni Zhdanov at Gorkiy [redacted]:

- (a) The plant is engaged in building tugs, passenger ships, and others, as follows:
 - (1) The tugs built in this plant are called "Sormovets". They are powered with 600 HP Diesel engines and have steel hulls. Most of them were built for the Ministry of the River Fleet, but some have gone to the MMF. [redacted] ReydTanker has received four of these tugs and VolgaTanker about 10. The Volga River Freight-Passenger Steamship Company (Volzhskoye Rechnoye Gruzo-Passazhirskeye Parokhodstvo) has also received quite a large number of these tugs. Altogether [redacted] some 50 of these tugs have been constructed. 25X1
 - (2) The river passenger ships are built for the MinRechFlot. They have two decks, are made of steel, and are powered by 800 HP MAN Diesel engines, linked directly to the propeller shafts. They can carry about 1200 people. These ships have a draft of about two m and a speed of 12 knots downstream and six knots upstream. They were built mainly for the Volga River Freight Passenger Steamship Company, which received 15 of them, and for the Moscow-Oka Steamship Company and the Moscow-Volga Steamship Company. 25X1

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- (3) At the end of 1949 this plant built the Iosif Stalin, the only ship of this type, for the Moscow-Volga Steamship Company. This vessel, made of steel, had twin propellers and MAN Diesel-electric engines of one thousand HP. It had two decks and a stream-lined hull. [redacted] the draft or speed [redacted] were about like those of the other passenger ships built by this plant.

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- (b) During World War II this plant worked only for the Navy and did no construction for either the MMF or MinRechFlot. [redacted] two tugs of ReydTanker were requisitioned by the military during the siege of Stalingrad and [redacted] they were armed at this plant. Two permanent mounts for 45-mm semi-automatic guns were built, one forward, one aft. In addition [redacted] one tug had two four-barrelled machine gun mounts.

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- (c) [redacted] after the war this plant was engaged in the manufacture of destroyers (eskadrennyy minonosets or esminets), gunboats (kanonierka), and landing craft. [redacted]

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[redacted] between the end of 1946 and June 1951 the Astrakhan State Petroleum Steamship Company (ReydTanker) received payments for piloting services given to 10 destroyers and some 20 gunboats on their way from Gorkiy to Baku. A similar service was performed for submarines [redacted]

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- (1) Eight of these destroyers made the passage in the Fall of 1950. They were commanded by captains 3rd Class (1st cmdr) or captain lieutenants (1st sr grade). [redacted] the destroyers were propelled by steam turbines, for the sound [redacted] the smoke rising from the stacks, and the steam exhaust from the side of the ships pointed to that fact. These destroyers were completed and apparently brand-new for they had a fresh coat of paint. They had torpedo and rocket launchers, and gun turrets /See Encl (A), Sketch 1/.

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- (2) About 20 gunboats passed through Astrakhan between 1946 and 1951. They had no gun turrets but three or four guns with shields. [redacted]

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- (3) [redacted] 10 armored landing craft of the type BDB-22 (brone-des antnyye barzhi) in 1948 [redacted]

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[redacted] they came down from the upper Volga on their way to Baku. They had the retractable bow ramps peculiar to this type of vessel, were self-propelled and armed with machine guns. [redacted]

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[redacted] /See Encl (A), Sketch 2/.

4. Between 1948 and the middle of 1951 the Shipyard Mordovshchiki built about 45 - 50 five-thousand-ton barges for ReydTanker and Volga-Tanker. These oil barges, made of steel, have elliptical bows; they are compartmented, and have a draft of three m. The barges are not self-propelled; they have three rudders which require six men to manipulate the controls. Manual labor is also required to hoist the anchor. [redacted] a plan for building 10-thousand-ton barges for VolgaTanker in 1951, but there is no plan for replacing the barges of ReydTanker.

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5. [redacted] the Shipyard Krasnoarmeysk was organized after the war, and [redacted] it was equipped with machinery received as German reparations. Between 1949 and 1951 this installation built 10 to 12 tugs, powered with 600 HP Diesel engines, for ReydTanker, VolgaTanker, and the Volga-River Freight and Passenger Steamship Company. As these are primarily river tugs, it was unusual for ReydTanker to receive any, but it was planned to continue the construction of these tugs for VolgaTanker and to begin production of 200 and 400 HP Diesel tugs for the Volga River Freight and Passenger Company.
6. The Kolommenskiy Plant is engaged in the manufacture of barges of 800, 1400, 2000, 2800, and 2900 tons. These are steel river barges, some of them for petroleum products, others for dry cargo. Volga-Tanker received several of these barges and other Volga River companies also received an unknown number of them. [redacted]
7. During the war the Ship Repair and Shipbuilding Yard imeni Vano Sturua at Baku was engaged in the production of small tugs and aerial bombs. Since then it has been building three series of seagoing tugs, made of steel, and powered by Diesel engines of 500, 800, and 1200 HP. All these tugs have about the same silhouette and equipment, and differ mostly in size. Their steel hulls make them easily convertible into vessels for the Navy. [redacted] there is a special gun mount on the 500 HP tug, and [redacted] all the other tugs in this program could be equipped in this way. These tugs all have removeable wooden decks and an ice-breaking belt around the hull. Below deck there are quarters for some 20 crew members. [redacted] the following details on the various series of tugs:
- (a) The "Series B" tug program, begun in 1946, covered the building of 500 HP tugs, [redacted] which were delivered in early 1948. [redacted] the Directorate of the Caspian Sea Routes (KaspMorPut') received six of these tugs and [redacted] three went to the Caspian Lumber Shipping Company (Kasp-LesoSplay). [redacted] These 500 HP tugs have a Washington-type Diesel engine, probably made in the USSR, which uses a mixture of solyarka and Diesel oil, and has a compression of 32 - 36 atmospheres. They have auxiliary boilers, operating on heat from the Diesel exhaust. The capacity of the generator is between 250 and 300 kw, and it is operated by some kind of Diesel engine, probably of the Cooper-Bessemer type. A two-stage auxiliary compressor is used to start the main engines. On the stern portion of the propeller shaft are mounted dead wood bearings, lubricated by water. Regular babitted bearings support the remainder of the propeller shaft. The tug has one steel propeller with welded blades which are not removeable. The conventional rudder is operated by an electric motor, and so are the anchor and the deck windlass, although there is an emergency arrangement for hoisting the anchor by manual labor. The tugs have a two-way radio station aboard, but [redacted] what type it is. All the tugs being built by this yard have similar equipment [redacted]
- (b) The "Nationality Group" tugs have 800 HP [redacted] They were started at the beginning of 1949 and delivery was to be made in June 1951. ReydTanker was to receive the two tugs named Tadzhik and Kazakh. Two other tugs were named Uzbek and Turkmen. [redacted]

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- (c) The third [] group officially called for six tugs of 1200 HP. [] However [] rumors [] the hulls, laid down in 1950, [] indicate that work was actually begun on 10 of these tugs. Reydtanker was to receive two, while others were to go to KaspMorPut' and the Caspian Dry Cargo Steamship Company (KaspFlot). [] KaspMorPut' will receive the largest number.
8. The Kanonerskiy Plant in Leningrad is engaged in the construction of 400, 600, and 800 HP tugs which have three-cylinder steam engines and are destined for Baltic ports. [] In the late stages of the war this yard had been making repairs on vessels of the Navy and the Merchant Fleet.
9. In 1950 the Ship Repair and Construction Yard at Riga started on a program for the production of 150 HP Diesel tugs made of steel and having steel decks. Six of these tugs were scheduled for delivery to Reydtanker, five or six for the port of Astrakhan, and the rest for Baltic ports. [] the construction of 800 HP tugs was being planned and [] the production of the smaller tugs was to be continued. This yard was either built by the Germans or equipped with German repair machinery, because prior to the war it was only a ship repair yard.
10. The Ship Construction Yard at Nikolayev on the Bug was damaged during the war and until 1948 was mainly working on its own reconstruction. It works primarily for the Navy and [] the cruiser Vyacheslav Molotov was completed in this yard in 1949. []
11. Since the war the Baltiyskiy Ship Construction Yard and the Plant imeni Zhdanov, both at Leningrad, have been entirely occupied with the construction of large vessels for the Navy. Before the war these installations were building three-and four-thousand-ton merchant vessels.
12. Before the war the Ship Engineering Plant at Leningrad was building submarines and, [] is now increasing its production of large submarines of the Shchuka class. It is very likely that this plant continues to build a modified type of the Deutz Diesel engine as it did before the war.
13. The Ship Construction Yard at Strel'na near Leningrad is engaged in the construction of small passenger vessels, used on the Neva River and the White Sea Canal. These ships have either steam or Diesel engines and the latter have a speed of 12 knots downstream and six knots upstream. This yard also builds various types of yachts and sailing vessels for sporting activities, such as the L-45 and the M-20 sailboats. The numbers represent the sail area in square meters. This yard, damaged by the Germans during the war, has been reconstructed.
14. [] Ship Construction Yard at Nikolayevsk on the Amur [] has been building small tugs since the war.
15. The Ship Repair and Ship Construction Yard imeni Andrey Marti at Leningrad is one of the largest in the USSR. Before the war it was building for the MMF [] after the war it has been working only for the Navy. [] in addition to repairing vessels this yard has been constructing destroyer escorts (Lider) []

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16. The Ship Construction Yard Kamskiy, [] has been constructing only barges for petroleum and dry cargo shipments. In 1951 Reydtanker ordered 12 barges of 1000 tons and the contract called for delivery in 10 months. Other companies have also placed orders for barges with this yard. 25X1

17. The Astrakhan Ship Wharf is engaged in the construction of 100-ton wooden seiners. These are of very poor quality on account of the green lumber used in their construction and because of a shortage of caulking material. These seiners, constructed at the rate of about three per year, become generally useless after two or three navigation seasons. This yard also made some experiments in the construction of concrete barges, but the first one, a 1000-ton barge, fell to pieces when tried out. [] the work on such barges is being continued, [] 25X1
25X1

18. In 1950 a new class of 1150-ton cargo ships began to appear on the Black Sea. They were under the control of the Black Sea Dry Cargo Steamship Company and the origin of these ships was unknown. By the middle of 1951 some 20 vessels of this new type had appeared. All of them were new, about 90 m long, and had eight-cylinder Diesel engines with the following imprint in Roman type: "Ganz-Jendracshek VIII YSP". These vessels had two Diesel engines of 470 shaft HP, 800 rpm, with a reduction gear which reduced the speed of the propeller shaft to 290 to 300 rpm. Their fuel consumption was very high and they required a good quality fuel, which points to non-Russian construction. The poor quality of fuel used in the ships of the MMF is the major cause of engine failure in the Washington and Cooper-Bessemer Diesels. 25X1

[] Note: The location of all shipyards in the Leningrad region as given on the "City Plan Mosaic" (0153-9997-5-25-MA Prov) was checked [] and found entirely correct. [] 25X1

Enclosure (A): Sketch 1 - Destroyer
Sketch 2 - Landing Craft

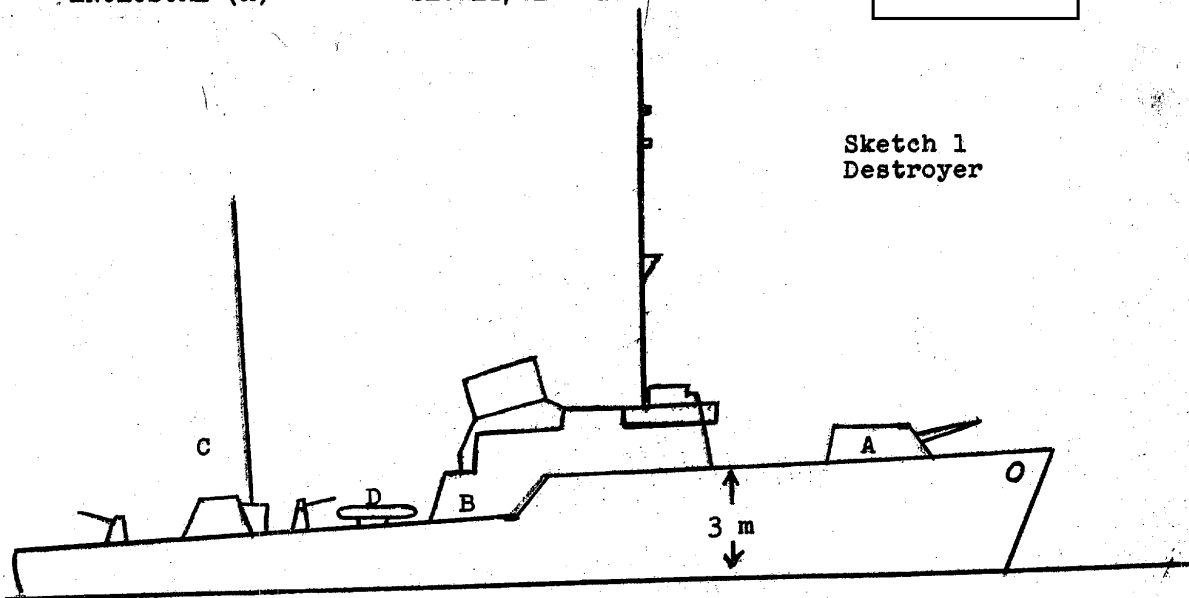
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ENCLOSURE (A)

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Sketch 1
Destroyer

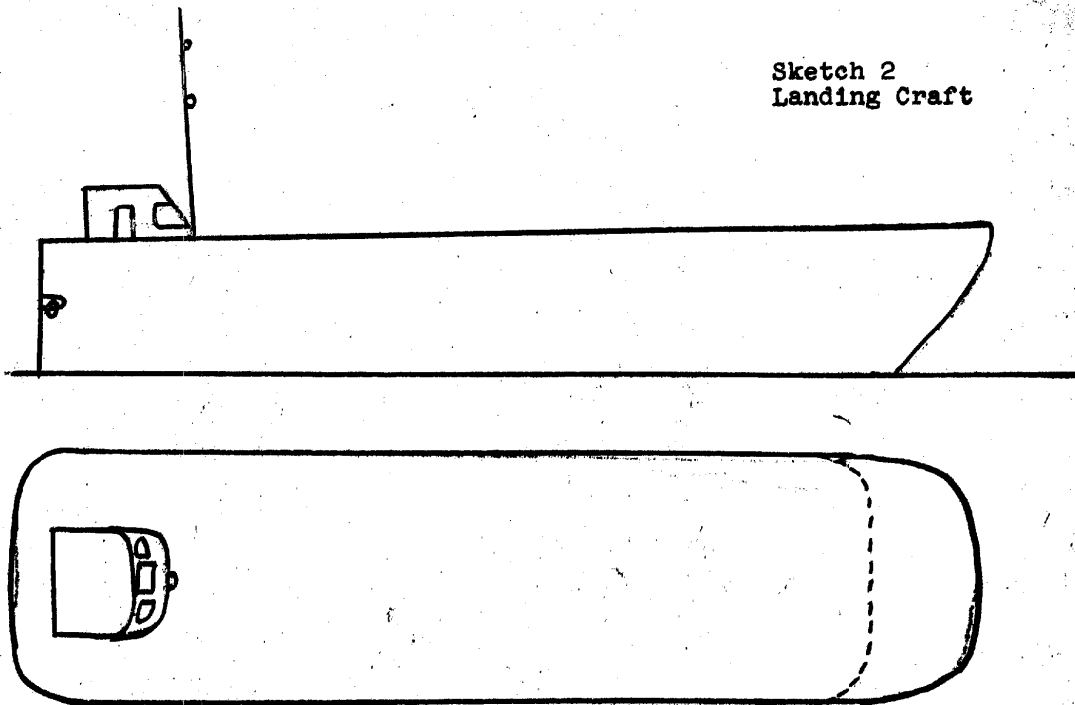


ESMINETS

- A - 1-2 75 mm guns
- B - 2 rocket launchers
- C - 2 small cal guns
- D - Torpedo launcher

Length: about 70 m
Height: about 3 m

Sketch 2
Landing Craft



BDB-2 (Brone-desantnaya Barzha)

Length: 30-35 m
Width: 6-8 m
Height: 2.5 m

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